

United States of America
Department of Transportation -- Federal Aviation Administration

Supplemental Type Certificate
IMPORT

Number SR02740NY

This certificate issued to: Aero Design Ltd.
2013-39th Avenue NE
Calgary, Alberta, Canada
T2E 6R7

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part * of the * Regulations.

Original Product -- Type Certificate Number: *

Make: *

Model: *

*See attached FAA Approved Model List (AML) No. SR02740NY for the list of approved aircraft models and applicable airworthiness regulations.

Description of Type Design Change:

The installation of Roof Hardpoint Installation, Step and Cargo Deployment Arm to be done in accordance with AERO Design Ltd. Document Control Lists as listed on AML SR02740NY.

Limitations and Conditions:

1. Operation must be in accordance with Aircraft Flight Manual Supplement, as listed on AML SR02740NY
2. Instructions for Continued Airworthiness described in AERO Design Ltd. Instructions for Continued Airworthiness ICA 808.90-FAA, Rev. 0 dated November 25, 2009, Transport Canada accepted on June 9, 2008, or later Transport Canada accepted revisions are required for this installation.
3. The installer must determine whether this design change is compatible with previously approved modifications.
4. If the holder agrees to permit another person to use this certificate to alter a product, the holder must give the other person written evidence of that permission.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application : June 22, 2009

Date reissued :

Date of issuance : January 6, 2010

Date amended :



By direction of the Administrator

Anthony Socias
(Signature)

Anthony Socias
Manager
New York Aircraft Certification Office

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

INSTALLATION OF ROOF HARDPOINT INSTALLATION, STEP AND CARGO DEPLOYMENT ARM

Issue Date: January 6, 2010

MAKE	MODEL	CERTIFICATION BASIS			REQUIRED DOCUMENTATION		AML AMENDMENT DATE
		PART	REGULATION	TCDS	DOCUMENT CONTROL LIST	FLIGHT MANUAL SUPPLEMENT	
Bell	205A-1, 205B	CAR 7	Civil Aviation	H1SW	For Configuration A-Roof Hardpoint Installation Only: Aero Design Ltd. Document Control List DCL808A-1- FAA Revision 0, dated 25 November 2009, Transport Canada Approved 15 December 2009, or later Transport Canada approved revisions.	For Configuration A-Roof Hardpoint Installation Only: AERO Design Ltd. Flight Manual Supplement FMS808A.90-FAA Revision 0, dated 2 December 2009, Transport Canada Approved 4 December 2009 or later Transport Canada approved revisions.	
	212, 412	FAR 29	Federal Aviation	H4SW	For Configuration B- Roof Hardpoint Installation with Cargo Deployment Arm: Aero Design Ltd. Document Control List DCL808B-1- FAA, Revision 0, dated 25 November 2009, Transport Canada Approved 15 December 2009, or later Transport Canada approved revisions. Optional Equipment Installation to Configuration A and B: Installation of Step is to be completed in accordance with Document Control List DCL808C-1- FAA, Revision 0, dated 25 November 2009, Transport Canada Approved 15 December 2009, or later Transport Canada approved revisions.	For Configuration B-Roof Hardpoint Installation with Cargo Deployment Arm: AERO Design Ltd. Flight Manual Supplement FMS808A.90-FAA Revision 2 dated 30 December 2008, Transport Canada Approved 22 January 2009 and AERO Design Ltd. Flight Manual Supplement FMS792.90 Revision 2 dated 30 December 2008, Transport Canada Approved 22 January 2009 or later Transport Canada approved revisions.	

FAA Approved:

Anthony Socias

Manager, New York Aircraft Certification Office

AERO DESIGN LTD.
2013 – 39th Avenue NE
Calgary, Alberta, T2E 6R7

FMS808A.90-FAA

BELL 212, 412, 205A-1, 205B

ROTORCRAFT FLIGHT MANUAL SUPPLEMENT

for the

INSTALLATION of ROOF HARDPOINT

Supplemental Type Certificate No. SH09-2

Sections 1, 2, 3 and 4 of this document comprise the Transport Canada Approved sections of this Flight Manual Supplement. Compliance with Section 1, Limitations, is mandatory.

The System Description Section, Section 5 and any subsequent sections if present are Unapproved and are provided for information only.

The information and data contained in this Flight Manual Supplement supersede or supplement that contained in the basic Approved Flight Manual for the 212, 412, 205A-1 and 205B when fitted with the Roof Hardpoint. For limitations, procedures and performance not listed in this Flight Manual Supplement, refer to the Approved Flight Manual and other approved Flight Manual Supplements.



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SYSTEM DESCRIPTION

The Roof Hardpoint Installation is a steel tube structure that mounts on the stanchion post and the existing hardpoints of the helicopter roof structure.

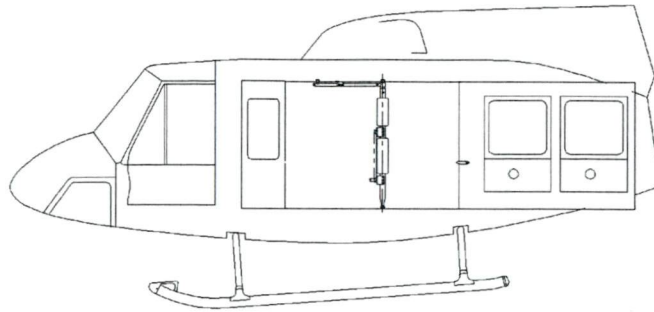


FIGURE A – ROOF HARDPOINT INSTALLATION

The aircraft may be equipped with:

- A Left Hand Roof Hardpoint,
- A Right Hand Roof Hardpoint, or
- Both Left Hand and Right Hand Roof Hardpoints.

1 LIMITATIONS

1-20 MARKINGS AND PLACARDS

Placard 808A37-03 to be attached to Hardpoint in clear view of the load master.

MAXIMUM ROOF HARDPOINT CAPACITY 350 LB (158 KG)

Placard 808A37-03

2 NORMAL PROCEDURES

2-3 PREFLIGHT CHECK:

Visually inspect the Roof Hardpoint for loose fasteners and wear.

Ensure the roof and floor fittings are properly in position and locked.

3 EMERGENCY PROCEDURES

No change from basic Rotorcraft Flight Manual.

4 PERFORMANCE

No change from basic Rotorcraft Flight Manual.

DEC 04 2009

5 WEIGHT AND BALANCE


English Units		Longitudinal		Lateral	
Item	Weight (Lb)	Arm (in)	Moment (in*Lb)	Arm (in)	Moment (in*Lb)
Left Hand Roof Hardpoint 808A01-01	7.63	120.4	918.6	-39.5	-301.4
Right Hand Roof Hardpoint 808A01-02	7.63	120.4	918.6	39.5	301.4

Metric Units		Longitudinal		Lateral	
Item	Weight (kg)	Arm (m)	Moment (kg*m)	Arm (m)	Moment (kg*m)
Left Hand Roof Hardpoint 808A01-01	3.5	3.06	10.71	-1.00	-3.5
Right Hand Roof Hardpoint 808A01-02	3.5	3.06	10.71	1.00	3.5

Note: The weight and balance values above are to be used if the Roof Hardpoint is installed in accordance with Drawing 808A01-FAA. If the Roof Hardpoint is installed with a Cargo Arm in accordance with Drawing 808B01-FAA, then the above weight and balance values are superseded by the weight and balance values found in RFMS792.90.

DOCUMENT CONTROL LIST

DOCUMENT NO.	DOCUMENT CONTENT	REVISION
INSTALLATION DOCUMENTS		
808A01-FAA	Roof Hardpoint Installation	0
ICA808.90-FAA	Instructions for Continued Airworthiness	0
FMS808A.90-FAA	Flight Manual Supplement	0
FABRICATION DOCUMENTS		
DCL808A-2-FAA	Document Control List – Roof Hardpoint Assembly	0
ENGINEERING DOCUMENTS		

APPROVAL:  <div style="text-align: center;"> Transport Canada E. BURGOIN DAN 290M </div> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> APPROVED By <i>[Signature]</i> Appr'l No. <u>SH09A-2</u> Appr'l Date <u>2009-01-22</u> Issue No. <u>1</u> Issue Date <u>2009-01-22</u> THIS DCL SIGNED <u>2009-12-15</u> </div>	ORIGINAL DATE: November 25, 2009 REVISION DATE:	<div style="text-align: center;"> AERO DESIGN LTD. 2013 – 39th Ave NE, Calgary, Alberta, T2E 6R7 Ph. (403) 250-8027 Fax. (403) 250-8333 </div>
	SHEET 1 OF 1	Bell 212, 412, 205A-1, 205B Roof Hardpoint Installation
	<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> DCL808A-1- FAA </div> <div style="text-align: center;"> Rev. 0 </div> </div>	

DOCUMENT CONTROL LIST

DOCUMENT NO.	DOCUMENT CONTENT	REVISION
INSTALLATION DOCUMENTS		
808B01-FAA	Cargo Deployment Arm Installation	0
ICA808.90-FAA	Instructions for Continued Airworthiness	0
FMS808A.90-FAA	Flight Manual Supplement	0
FMS792.90	Flight Manual Supplement	2
FABRICATION DOCUMENTS		
DCL808B-2-FAA	Document Control List Cargo Arm Assembly	0
DCL808A-2-FAA	Document Control List Roof Hardpoint Assembly	0
ENGINEERING DOCUMENTS		

APPROVAL:  Transport Canada E. BURGOIN DAR 290M APPROVED. By <i>[Signature]</i> App'l No. <u>SH09-02</u> App'l Date <u>2009-01-22</u> Issue No. <u>1</u> Issue Date <u>2009-01-22</u> THIS DCL SIGNED <i>2009-12-15</i>	ORIGINAL DATE: November 25, 2009 REVISION DATE:	AERO DESIGN LTD. 2013 – 39 th Ave NE, Calgary, Alberta, T2E 6R7 Ph. (403) 250-8027 Fax. (403) 250-8333	
	SHEET 1 OF 1	Bell 212, 412, 205A-1, 205B Cargo Deployment Arm Installation	
	DCL808B-1- FAA		Rev. <div style="font-size: 2em; text-align: center;">0</div>



U.S. Department
of Transportation
**Federal Aviation
Administration**

Engine & Propeller Directorate

New York Aircraft Certification Office
1600 Stewart Avenue
4th Floor, Suite 410
Westbury, NY 11590
(516) 228-7300, Fax: (516) 794-5531

JAN 27 2010

Mr. G. Oucharek
A/Regional Superintendent, Aircraft Certification
Transport Canada, Prairie and Northern Region-Aircraft Certification
800-1600 Airport Road NE
Calgary, Alberta T2Z 6Z8
Canada

Subject: Issuance of Supplemental Type Certificate (STC) SR02740NY

Dear Mr. Oucharek:

This is in reference to your request dated June 22, 2009 (TCCA File Ref. C-09-0590) for the issuance of a Supplemental Type Certificate (STC), under terms of the US/Canada Bilateral Aviation Safety Agreement (BASA) for the Installation of Roof Hard Point Installation, Step and Cargo Deployment Arm on Bell 205A-1, 205B, 212 and 412 model aircraft. The corresponding FAA Project Number is ST6369NY-R (TCCA STC SH09-2, Issue No.1, approved January 22, 2009; issued January 22, 2009).

We have reviewed the information submitted by your office. In accordance with the current US/Canada Bilateral Aviation Safety Agreement, we have enclosed STC SR02740NY, issued January 6, 2010.

In accordance with the US/Canada bilateral relationship using TCCA compliance to the maximum extent, this STC includes references to documents that include the words "or later TCCA approved/accepted revisions." It is expected that as State of Design responsible for the STC, TCCA will coordinate any major/significant changes, as deemed appropriate, with the FAA prior to TCCA approval/acceptance.

Please forward the enclosed STC and a copy of "Information Concerning Your Responsibility as a Holder of a Supplemental Type Certificate Issued to a Canadian Applicant" to AERO Design Ltd. A copy of the STC and required documents should accompany each installation. Also, your attention is directed to the limitations and conditions specified in the STC.

If you have any questions relating to the above information, please contact Mr. Stephen Kowalski at (516) 228-7327.

Sincerely,

 Anthony Socias
Manager, New York Aircraft Certification Office

Enclosures

NEW ENGLAND REGION
NEW YORK AIRCRAFT CERTIFICATION OFFICE
1600 STEWART AVENUE, SUITE 410
WESTBURY, NEW YORK 11590

**INFORMATION CONCERNING YOUR RESPONSIBILITY AS HOLDER OF A
SUPPLEMENTAL TYPE CERTIFICATE ISSUED TO A CANADIAN APPLICANT**

This STC is official indications of FAA approval of your installation and may be used to authorize identical installation on other aircraft of the same model, subject to the limitation noted in the STC. It may be transferred, or otherwise made available to another party by means of a licensee arrangement; however, you are requested to advise this office when you transfer or grant licensee rights to the STC in order that we may take the necessary recording or reissuance action.

If you plan to manufacture and sell parts for installation on type certificated aircraft, please review FAR 21.502, which is applicable to parts imported into the U.S.

A copy of the STC and required documents should accompany each kit and installation. Also, your attention is directed to the limitations and conditions specified in the STC.

As recipient of this approval, except as provided in FAR21.3(d), you are required to report any failure, malfunction, or defect in any product or part manufactured by you that you have determined has resulted or could result in any of the occurrences listed in FAR 21.3(c).

The report should be communicated initially by telephone and subsequently in writing to the Manager, New York Aircraft Certification Office, telephone (516) 228-7300, mailing address: 1600 Stewart Avenue, Suite 410, Westbury, New York 11590. This first contact should take place within 24 hours after it has been determined that the failure required to be reported has occurred.

FAA Form 8010-4, Malfunction or Defect Report, or any other appropriate format is acceptable in transmitting the required details.



Anthony Socias
Manager,
New York Aircraft Certification Office

Richard

From: Richard [richard@aerodesign.ca]
Sent: Wednesday, January 06, 2010 2:48 PM
To: 'Stephen.Kowalski@faa.gov'
Cc: 'greg.oucharek@tc.gc.ca'; 'Ray.Reinhardt@faa.gov'
Subject: RE: FW: AERO Design Roof Hardpoint, Cargo Deployment Arm and Step Documents

Steve and Greg,

1. Should DCL808B-1-FAA include 808A01-FAA? If not then, I may have to include DCL808-1-FAA as part of Configuration B on the STC approved model list (AML). Please comment back with your thoughts regarding this issue.

Richard's Reply: DCL808B-1-FAA (Cargo Arm install DCL) does not include 808A01-FAA (Roof Hardpoint install drawing) because the installation of the Cargo Arm (drawing 808B01-FAA) includes the installation of the Roof Hardpoint. Also, DCL808B-1-FAA (Cargo Arm install DCL) includes FMS808A.90-FAA (Roof Hardpoint FMS) and DCL808A-2-FAA (Roof Hardpoint parts and assemblies DCL).

2. Has FMS792.90 changed, is there a '-FAA' version? If so please forward the forward the approved (stamped) version.

Richard's Reply: FMS792.90 (Cargo Arm FMS) has not changed. I've just noticed that DCL808B-1-FAA (Cargo Arm DCL) calls up FMS792.90-*FAA* as opposed to FMS792.90. The addition of "-FAA" is a typo on the DCL. Our DAR, Ted, is out of the office for a while, so getting a corrected and signed DCL will take some time. Minor change – Please confirm whether a rev-up of DCL808B-1-FAA is required.

3. On DCL 808A-1-FAA the FMS has the letters transposed, please confirm that this document is: FMS808A.90-FAA. This would be a minor change, no need to up rev. at this time.

Richard's Reply: Yes, this is a typo. I will resend the corrected DCL when our DAR is back.

4. Greg: Can you send the MSI53 for this ICA. We list the TCCA accepted date on our STC and the accepted date should be after the document date.

From: Stephen.Kowalski@faa.gov [mailto:Stephen.Kowalski@faa.gov]
Sent: Wednesday, January 06, 2010 1:47 PM
To: Richard
Cc: greg.oucharek@tc.gc.ca; Ray.Reinhardt@faa.gov
Subject: Re: FW: AERO Design Roof Hardpoint, Cargo Deployment Arm and Step Documents

Richard: I'm finishing drafting the changes to this STC. A couple of questions:

1. Should DCL808B-1-FAA include 808A01-FAA? If not then, I may have to include DCL808-1-FAA as part of Configuration B on the STC approved model list (AML). Please comment back with your thoughts regarding this issue.
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Thanks,
 Steve Kowalski, P.E.
 AVS Engineer
 Airframe
 FAA NYACO
 (516) 228-7327

"Richard" <richard@aerodesign.ca>

To Stephen Kowalski/AEA/FAA@FAA

cc

01/05/2010 11:52 AM

Subject FW: AERO Design Roof Hardpoint, Cargo Deployment Arm and Step Documents

From: Richard [mailto:richard@aerodesign.ca]

Sent: Tuesday, December 15, 2009 9:25 AM

To: 'Oucharek, Greg'

Cc: 'Stephen.Kowalski@faa.gov'

Subject: AERO Design Roof Hardpoint, Cargo Deployment Arm and Step Documents

Hi Greg and Steve,

Attached are the updated documents for the Roof Hardpoint, Cargo Arm and Step. Greg, these documents and the AE100s have been uploaded to NAPA, Ref: C-09-1173.

Richard Rathwell

Engineering Technologist

AERO Design Ltd.

Phone: 403-250-8027

Fax: 403-250-8333

richard@aerodesign.ca

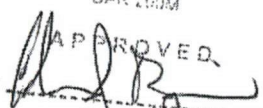
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1/6/2010


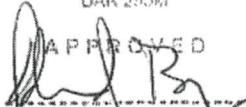
by Stephen Kowalski/AEA/FAA] [attachment "DCL808B-1-FAA_0.pdf" deleted by Stephen Kowalski/AEA/FAA] [attachment "DCL808B-2-FAA_0.pdf" deleted by Stephen Kowalski/AEA/FAA] [attachment "DCL808C-1-FAA_0.pdf" deleted by Stephen Kowalski/AEA/FAA] [attachment "DCL808C-2-FAA_0.pdf" deleted by Stephen Kowalski/AEA/FAA] [attachment "FMS808A 90-FAA_signed.pdf" deleted by Stephen Kowalski/AEA/FAA] [attachment "ICA808.90-FAA_0.pdf" deleted by Stephen Kowalski/AEA/FAA]

DOCUMENT CONTROL LIST

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INSTALLATION DOCUMENTS		
808B01-FAA	Cargo Deployment Arm Installation	0
ICA808.90-FAA	Instructions for Continued Airworthiness	0
FMS808A.90-FAA	Flight Manual Supplement	0
FMS792.90- FAA	Flight Manual Supplement	2
FABRICATION DOCUMENTS		
DCL808B-2-FAA	Document Control List Cargo Arm Assembly	0
DCL808A-2-FAA	Document Control List Roof Hardpoint Assembly	0
ENGINEERING DOCUMENTS		

APPROVAL:  Transport Canada E. BURGOIN DAR/ADM By  App'l No. <u>SHCA 2</u> App'l Date <u>2009-01-22</u> Issue No. <u>1</u> Issue Date <u>2009-01-22</u> THIS DCL SIGNED <u>2009-12-15</u>	ORIGINAL DATE: November 25, 2009 REVISION DATE:	AERO DESIGN LTD. 2013 - 39 th Ave NE, Calgary, Alberta, T2E 6R7 Ph. (403) 250-8027 Fax. (403) 250-8333	
	SHEET 1 OF 1	Bell 212, 412, 205A-1, 205B Cargo Deployment Arm Installation	
	DCL808B-1- FAA		Rev. 0

DOCUMENT CONTROL LIST

DOCUMENT NO.	DOCUMENT CONTENT	REVISION
INSTALLATION DOCUMENTS		
808A01-FAA	Roof Hardpoint Installation	0
ICA808.90-FAA	Instructions for Continued Airworthiness	0
FSM808A.90-FAA	Flight Manual Supplement	0
FABRICATION DOCUMENTS		
DCL808A-2-FAA	Document Control List – Roof Hardpoint Assembly	0
ENGINEERING DOCUMENTS		
<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <p>APPROVAL:</p>  <p>Transport Canada E. BURGON DAR 250M</p> <p>APPROVED</p> <p>By </p> <p>Appr' No. SH09-2</p> <p>Appr'l Date 2009-01-22</p> <p>Issue No. 1</p> <p>Issue Date 2009-01-22</p> <p>THIS DCL SIGNED 2009-12-15</p> </div> <div style="width: 30%;"> <p>ORIGINAL DATE: November 25, 2009</p> <p>REVISION DATE:</p> </div> <div style="width: 35%;"> <p>AERO DESIGN LTD. 2013 – 39th Ave NE, Calgary, Alberta, T2E 6R7 Ph. (403) 250-8027 Fax. (403) 250-8333</p> </div> </div>		
SHEET 1 OF 1		<p>Bell 212, 412, 205A-1, 205B Roof Hardpoint Installation</p>
<p>DCL808A-1- FAA</p>		<p>Rev.</p> <p>0</p>

Richard

From: Stephen.Kowalski@faa.gov
Sent: Wednesday, January 06, 2010 1:47 PM
To: Richard
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Subject: Re: FW: AERO Design Roof Hardpoint, Cargo Deployment Arm and Step Documents

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Thanks,
 Steve Kowalski, P.E.
 AVS Engineer
 Airframe
 FAA NYACO
 (516) 228-7327

"Richard" <richard@aerodesign.ca>

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To: Stephen Kowalski/AEA/FAA@FAA

cc

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Sent: Tuesday, December 15, 2009 9:25 AM
To: 'Oucharek, Greg'
Cc: 'Stephen.Kowalski@faa.gov'
Subject: AERO Design Roof Hardpoint, Cargo Deployment Arm and Step Documents

1/6/2010

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Richard Rathwell

Engineering Technologist

AERO Design Ltd.

Phone: 403-250-8027

Fax: 403-250-8333

richard@aerodesign.ca

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Transport
Canada

Transports
Canada

Prairie and Northern Region - Aircraft Certification
800-1601 Airport Rd NE
Calgary, Alberta
T2E 6Z8

Your file Votre référence

Our file Notre référence

June 23, 2009

C-09-0590

Federal Aviation Administration
New York Aircraft Certification Office
1600 Stewart Ave, Suite 410
Westbury, NY 11590

Attn: Mr. Ray Reinhardt

Subject: Application for FAA Supplemental Type Certificate for Installation of a Rappel Mount Provision, Cargo Deployment Arm and Rappel Step on Bell Medium series rotorcraft (Models 205A-1, 205B, 212 and 412)

We have received an application from a Canadian resident, *AERO Design Ltd.*, for the issue of a Canadian Supplemental Type Certificate (STC) and the corresponding FAA STC to cover installation of the subject modification on the Bell Medium series rotorcraft.

We have reviewed the applicant's submission and hereby certify that the design change complies with the basis of certification specified in Canadian Type Certificates, H-86, H-104 and FAA Type Certificate H1SW as applicable. We have therefore issued STC SH09-2, Issue 1, dated January 22, 2009. We also confirm that compliance is demonstrated with corresponding FAA Type Certificate H4SW unless the FAA applies additional technical considerations.

Please consider this to be a formal application for an FAA STC under the provisions of the Canada-U.S. BASA. It is also requested that the FAA certificate include the phrase "... or later Transport Canada approved revision" as indicated on SH09-2. Accordingly, please note that a subsequent data revision has occurred since issuance of SH09-2 and that Document Control Lists DCL758 -1 and DCL792-1 are provided at a higher revision level than that indicated on the STC.

In support of this application, the following are enclosed:


- | | | |
|-----|------------------|--|
| 1. | 8110-12 Form | FAA STC Application Form |
| 2. | SH09-2, Issue 1 | Canadian STC |
| 3. | DCL758-1 Rev 4 | Document Control List - Rappel Mount Instl. |
| 4. | DCL758-2 Rev 3 | Document Control List - Rappel Mount Assy |
| 5. | DCL792-1 Rev 4 | Document Control List - Cargo Arm Instl |
| 6. | DCL792-2 Rev 3 | Document Control List - Cargo Arm Assy |
| 7. | DCL798-1 Rev 2 | Document Control List - Rappel Step Instl |
| 8. | DCL798-2 Rev 1 | Document Control List - Rappel Step Instl |
| 9. | FMS 758.90 Rev 2 | Rotorcraft Flight Manual Supplement - Rappel Mount |
| 10. | FMS 792.90 Rev 2 | Rotorcraft Flight Manual Supplement - Cargo Arm |
| 11. | ICA 759.90 Rev 2 | Instructions for Continued Airworthiness |
| 12. | ER758.01 Rev 0 | Engineering Report |
| 13. | TP798.02 Rev 0 | Flight Test Plan / Report |
| 14. | ER801.01 Rev 0 | Engineering Report |

- 15. ER808.01 Rev 0
- 16. ER808.02 Rev 0
- 17. CD-R Disc

Engineering Report
Engineering Report
Electronic Copy of all approved data, including manufacturing drawings

If you have any questions or require additional information, please contact the undersigned.


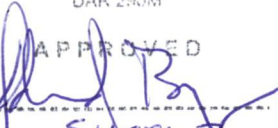
Best regards,



Greg Oucharek, P. Eng
A/Regional Superintendent, Aircraft Certification
(403) 292-4990
oucharg@tc.gc.ca


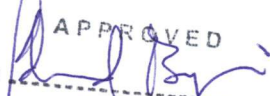
DOCUMENT CONTROL LIST

DOCUMENT NO.	DOCUMENT CONTENT	REVISION
INSTALLATION DOCUMENTS		
808A01-FAA	Roof Hardpoint Installation	0
ICA808.90-FAA	Instructions for Continued Airworthiness	0
FSM808A.90-FAA	Flight Manual Supplement	0
FABRICATION DOCUMENTS		
DCL808A-2-FAA	Document Control List – Roof Hardpoint Assembly	0
ENGINEERING DOCUMENTS		

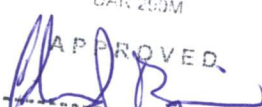
APPROVAL:  Transport Canada E. BURGOIN DAR 280M APPROVED By  Appr. No. <u>SH09-2</u> Appr. Date <u>2009-01-22</u> Issue No. <u>1</u> Issue Date <u>2009-01-22</u> THIS DCL SIGNED 2009-12-15	ORIGINAL DATE: November 25, 2009 REVISION DATE:	AERO DESIGN LTD. 2013 – 39 th Ave NE, Calgary, Alberta, T2E 6R7 Ph. (403) 250-8027 Fax. (403) 250-8333
	SHEET 1 OF 1	Bell 212, 412, 205A-1, 205B Roof Hardpoint Installation
	DCL808A-1- FAA	Rev. 0

DOCUMENT CONTROL LIST

DOCUMENT NO.	DOCUMENT CONTENT	REVISION
INSTALLATION DOCUMENTS		
FABRICATION DOCUMENTS		
808A20-FAA	Roof Hardpoint Assembly	0
75824	Plug, STN 105	3
75825	Assembly, Plug, Guide	2
75826	Assembly, Plug, 131	1
75830	Tube	2
75831	Guide	1
75832	Retainer	2
75833	Stanchion Adapter	1
75834	Curved Washer	1
75835	Gate Parts	2
808A37-FAA	Placards	0
75821	Assembly, Guard Ring	1
75822	Assembly, Bearing Ring	1
60624	Barrel Nut	0
ENGINEERING DOCUMENTS		
ER758.01	Engineering Report	0
ER808.01	Engineering Report	0
ER808.02	Engineering Report	0

APPROVAL  Transport Canada E. BURGAIN DAR 280M APPROVED By  Appr'l No. SH09-2 Appr'l Date 2009-01-22 Issue No. 1 Issue Date 2009-01-22 THIS DCL SIGNED 2009-12-15	ORIGINAL DATE: November 25, 2009 REVISION DATE:	AERO DESIGN LTD. 2013 - 39 th Ave NE, Calgary, Alberta, T2E 6R7 Ph. (403) 250-8027 Fax. (403) 250-8333
	SHEET 1 OF 1	Bell 212, 412, 205A-1, 205B Roof Hardpoint Assembly
	DCL808A-2- FAA	Rev. 0

DOCUMENT CONTROL LIST

DOCUMENT NO.	DOCUMENT CONTENT	REVISION						
INSTALLATION DOCUMENTS								
808B01-FAA	Cargo Deployment Arm Installation	0						
ICA808.90-FAA	Instructions for Continued Airworthiness	0						
FMS808A.90-FAA	Flight Manual Supplement	0						
FMS792.90-FAA	Flight Manual Supplement	2						
FABRICATION DOCUMENTS								
DCL808B-2-FAA	Document Control List Cargo Arm Assembly	0						
DCL808A-2-FAA	Document Control List Roof Hardpoint Assembly	0						
ENGINEERING DOCUMENTS								
<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <p>APPROVAL:</p>  <p>Transport Canada E. BURGAIN DAR 2009</p> <p>APPROVED.</p> <p>By </p> <p>App'l No. <u>SAH092</u></p> <p>App'l Date <u>2009-01-22</u></p> <p>Issue No. <u>1</u></p> <p>Issue Date <u>2009-01-22</u></p> <p>THIS DCL SIGNED 2009-12-15</p> </div> <div style="width: 65%;"> <table border="1" style="width: 100%;"> <tr> <td style="width: 30%;"> <p>ORIGINAL DATE: November 25, 2009</p> <p>REVISION DATE:</p> </td> <td style="width: 70%;"> <p>AERO DESIGN LTD. 2013 – 39th Ave NE, Calgary, Alberta, T2E 6R7 Ph. (403) 250-8027 Fax. (403) 250-8333</p> </td> </tr> <tr> <td style="width: 30%;"> <p>SHEET 1 OF 1</p> </td> <td style="width: 70%;"> <p>Bell 212, 412, 205A-1, 205B Cargo Deployment Arm Installation</p> </td> </tr> <tr> <td style="width: 30%;"> <p>DCL808B-1- FAA</p> </td> <td style="width: 70%;"> <p>Rev. 0</p> </td> </tr> </table> </div> </div>			<p>ORIGINAL DATE: November 25, 2009</p> <p>REVISION DATE:</p>	<p>AERO DESIGN LTD. 2013 – 39th Ave NE, Calgary, Alberta, T2E 6R7 Ph. (403) 250-8027 Fax. (403) 250-8333</p>	<p>SHEET 1 OF 1</p>	<p>Bell 212, 412, 205A-1, 205B Cargo Deployment Arm Installation</p>	<p>DCL808B-1- FAA</p>	<p>Rev. 0</p>
<p>ORIGINAL DATE: November 25, 2009</p> <p>REVISION DATE:</p>	<p>AERO DESIGN LTD. 2013 – 39th Ave NE, Calgary, Alberta, T2E 6R7 Ph. (403) 250-8027 Fax. (403) 250-8333</p>							
<p>SHEET 1 OF 1</p>	<p>Bell 212, 412, 205A-1, 205B Cargo Deployment Arm Installation</p>							
<p>DCL808B-1- FAA</p>	<p>Rev. 0</p>							

DOCUMENT CONTROL LIST

DOCUMENT NO.	DOCUMENT CONTENT	REVISION
INSTALLATION DOCUMENTS		
FABRICATION DOCUMENTS		
79220	Cargo Deployment Arm Assembly	3
79230	Cargo Arm	1
79231	Bearing Sleeve	2
79232	Cover	2
79233	Bushing	1
79234	Sleeve	0
79235	Lock Leaver	2
79236	Bushing	2
79237	Bushings	2
79221	Cover	0
80120	Bracket	1
79238	Placards	0
ENGINEERING DOCUMENTS		
ER758.01	Engineering Report	0
ER801.01	Engineering Report	0
ER808.01	Engineering Report	0
ER808.02	Engineering Report	0

APPROVAL:

Transport Canada
E. BURGOIN
DAR 250M

APPROVED

By 

Appr'l No. SH09-8

Appr'l Date 2009-01-22

Issue No. 1

Issue Date 2009-01-22

THIS DCL SIGNED
2009-12-15

ORIGINAL DATE:

November 25, 2009

REVISION DATE:

AERO DESIGN LTD.

2013 - 39th Ave NE, Calgary, Alberta, T2E 6R7
Ph. (403) 250-8027
Fax. (403) 250-8333

SHEET 1 OF 1

**Bell 212, 412, 205A-1, 205B
Cargo Deployment Arm
Assembly**

**DCL808B-2-
FAA**

Rev.

0



DOCUMENT CONTROL LIST

DOCUMENT NO.	DOCUMENT CONTENT	REVISION
INSTALLATION DOCUMENTS		
808C01-FAA	Step Installation	0
ICA808.90-FAA	Instructions for Continued Airworthiness	0
FABRICATION DOCUMENTS		
DCL808C-2-FAA	Document Control List Step Assembly	0
ENGINEERING DOCUMENTS		


APPROVAL  Transport Canada E. BURGON DAR 250M APPROVED By <i>[Signature]</i> Appr'l No. <u>SH09-12</u> Appr'l Date <u>2009-01-22</u> Issue No. <u>1</u> Issue Date <u>2009-01-22</u> THIS DCL SIGNED 2009-12-15	ORIGINAL DATE: November 25, 2009 REVISION DATE:	AERO DESIGN LTD. 2013 - 39 th Ave NE, Calgary, Alberta, T2E 6R7 Ph. (403) 250-8027 Fax. (403) 250-8333	
	SHEET 1 OF 1	Bell 212, 412, 205A-1, 205B Step Installation	
	<div style="text-align: center; font-size: 1.5em; font-weight: bold;">DCL808C-1- FAA</div>		Rev. <div style="text-align: center; font-size: 2em; font-weight: bold;">0</div>

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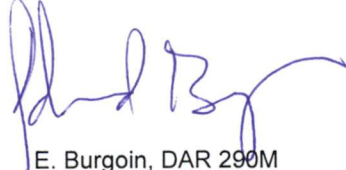
DOCUMENT NO.	DOCUMENT CONTENT	REVISION
INSTALLATION DOCUMENTS		
FABRICATION DOCUMENTS		
808C20	Step Assembly	0
79830	Step	1
79831	Mounting Plate STN 84	1
79832	Mounting Plate STN 129	1
79833	Block	1
79834	Kick Plate	1
79835	Bushing	1
78230	Step Extrusion	1
ENGINEERING DOCUMENTS		
ER758.01	Engineering Report	0
TP798.02	Test Plan/Report	0

APPROVAL:  Transport Canada E. BURGAIN DAR 290M APPROVED By  Appr'l No. <u>SA0902</u> Appr'l Date <u>2009-01-22</u> Issue No. <u>1</u> Issue Date <u>2009-01-22</u> THIS DCL SIGNED <u>2009-12-15</u>	ORIGINAL DATE: November 25, 2009 REVISION DATE:	AERO DESIGN LTD. 2013 - 39 th Ave NE, Calgary, Alberta, T2E 6R7 Ph. (403) 250-8027 Fax. (403) 250-8333	
	SHEET 1 OF 1	Bell 212, 412, 205A-1, 205B Step Assembly	
	DCL808C-2-FAA		Rev. <div style="font-size: 2em; font-weight: bold; text-align: center;">0</div>


FORM AE-100

DEPARTMENT OF TRANSPORT STATEMENT OF COMPLIANCE OF AIRCRAFT OR AIRCRAFT COMPONENTS WITH THE AIRWORTHINESS REQUIREMENTS		AE-100 No.: AE808C-FAA Initial Issue Date: 22 January 2009 Revision: 0 Revision Date: Approval No.: SH09-2 Delegation No.: 290M Delegate Name: E. Burgoin Classification of Designee: Employer: AERO Design Ltd.	
Aircraft Mfr: Bell Helicopters Aircraft Model: 212, 412, 205A-1, 205B Registration: ALL ELIGIBLE	Model Type Airplane <input type="checkbox"/> Helicopter <input checked="" type="checkbox"/> Appliance <input type="checkbox"/> Component <input type="checkbox"/>		
LIST OF APPROVED REPORTS AND DATA			
Document Number	Document Title		Compliance Status
DCL808C-1-FAA	Revision 0	Document Control List	As per Compliance CP798 Rev 0
808C01-FAA	Revision 0	Step Installation	
DCL808C-2-FAA	Revision 0	Document Control List	
808C20-FAA	Revision 0	Step Assembly	
		* To comply with FAA equipment approval terminology requirements.	
DATA APPROVED BY TRANSPORT CANADA			
CERTIFICATION UNDER THE AUTHORITY VESTED IN ME BY THE DEPARTMENT OF TRANSPORT, I HEREBY CERTIFY THAT THE DATA LISTED ABOVE AND ON THE ATTACHED SHEETS NUMBERED Nil HAVE BEEN EXAMINED IN ACCORDANCE WITH ESTABLISHED PROCEDURES AND FOUND TO COMPLY, TO THE BEST OF MY KNOWLEDGE AND BELIEF WITH THE PERTINENT COMPLIANCE REQUIREMENTS.			
I THEREFORE <input type="checkbox"/> RECOMMEND FOR APPROVAL OF THESE DATA <input checked="" type="checkbox"/> APPROVE THESE DATA			
 E. Burgoin, DAR 290M			

FORM AE-100

DEPARTMENT OF TRANSPORT STATEMENT OF COMPLIANCE OF AIRCRAFT OR AIRCRAFT COMPONENTS WITH THE AIRWORTHINESS REQUIREMENTS		AE-100 No.: AE808A-FAA Initial Issue Date: 22 January 2009 Revision: 0 Revision Date: Approval No.: SH09-2 Delegation No.: 290M Delegate Name: E. Burgoin Classification of Designee: Employer: AERO Design Ltd.	
Aircraft Mfrg: Bell Helicopters Aircraft Model: 212, 412, 205A-1, 205B Registration: ALL ELIGIBLE	Model Type Airplane <input type="checkbox"/> Helicopter <input checked="" type="checkbox"/> Appliance <input type="checkbox"/> Component <input type="checkbox"/>		
LIST OF APPROVED REPORTS AND DATA			
Document Number	Document Title		Compliance Status
DCL808A-1-FAA	Revision 0	Document Control List	As per Compliance CP758-2 Rev 2
808A01-FAA	Revision 0	Roof Hardpoint Installation	
DCL808A-2-FAA	Revision 0	Document Control List	
808A20-FAA	Revision 0	Roof Hardpoint Assembly	
808A37-FAA	Revision 0	Placards	
		* To comply with FAA equipment approval terminology requirements.	
		DATA APPROVED BY TRANSPORT CANADA	
FMS808A.90-FAA	Revision 0	Flight Manual Supplement	
CERTIFICATION UNDER THE AUTHORITY VESTED IN ME BY THE DEPARTMENT OF TRANSPORT, I HEREBY CERTIFY THAT THE DATA LISTED ABOVE AND ON THE ATTACHED SHEETS NUMBERED Nil HAVE BEEN EXAMINED IN ACCORDANCE WITH ESTABLISHED PROCEDURES AND FOUND TO COMPLY, TO THE BEST OF MY KNOWLEDGE AND BELIEF WITH THE PERTINENT COMPLIANCE REQUIRMENTS.			
I THEREFORE <input type="checkbox"/> RECOMMEND FOR APPROVAL OF THESE DATA <input checked="" type="checkbox"/> APPROVE THESE DATA			
 E. Burgoin, DAR 290M			

FORM AE-100

DEPARTMENT OF TRANSPORT STATEMENT OF COMPLIANCE OF AIRCRAFT OR AIRCRAFT COMPONENTS WITH THE AIRWORTHINESS REQUIREMENTS		AE-100 No.: AE808B-FAA Initial Issue Date: 22 January 2009 Revision: Revision Date: Approval No.: SH09-2 Delegation No.: 290M Delegate Name: E. Burgoin Classification of Designee: Employer: AERO Design Ltd.	
Aircraft Mfrgr: Bell Helicopters Aircraft Model: 212, 412, 205A-1, 205B Registration: ALL ELIGIBLE	Model Type Airplane <input type="checkbox"/> Helicopter <input checked="" type="checkbox"/> Appliance <input type="checkbox"/> Component <input type="checkbox"/>		
LIST OF APPROVED REPORTS AND DATA			
Document Number		Document Title	Compliance Status
DCL808B-1-FAA	Revision 0	Document Control List	As per Compliance CP758-1 Rev 1
808B01-FAA	Revision 0	Cargo Deployment Arm Installation	
DCL808B-2-FAA	Revision 0	Document Control List	
		* To comply with FAA equipment approval terminology requirements.	
		DATA APPROVED BY TRANSPORT CANADA	
CERTIFICATION			
UNDER THE AUTHORITY VESTED IN ME BY THE DEPARTMENT OF TRANSPORT, I HEREBY CERTIFY THAT THE DATA LISTED ABOVE AND ON THE ATTACHED SHEETS NUMBERED Nil HAVE BEEN EXAMINED IN ACCORDANCE WITH ESTABLISHED PROCEDURES AND FOUND TO COMPLY, TO THE BEST OF MY KNOWLEDGE AND BELIEF WITH THE PERTINENT COMPLIANCE REQUIRMENTS.			
I THEREFORE <input type="checkbox"/> RECOMMEND FOR APPROVAL OF THESE DATA <input checked="" type="checkbox"/> APPROVE THESE DATA			
 E. Burgoin, DAR 290M			

AERO DESIGN LTD.
2013 – 39th Avenue NE
Calgary, Alberta, T2E 6R7

FMS808A.90-FAA

BELL 212, 412, 205A-1, 205B

ROTORCRAFT FLIGHT MANUAL SUPPLEMENT

for the

INSTALLATION of ROOF HARDPOINT

Supplemental Type Certificate No. SH09-2

Sections 1, 2, 3 and 4 of this document comprise the Transport Canada Approved sections of this Flight Manual Supplement. Compliance with Section 1, Limitations, is mandatory.

The System Description Section, Section 5 and any subsequent sections if present are Unapproved and are provided for information only.

The information and data contained in this Flight Manual Supplement supersede or supplement that contained in the basic Approved Flight Manual for the 212, 412, 205A-1 and 205B when fitted with the Roof Hardpoint. For limitations, procedures and performance not listed in this Flight Manual Supplement, refer to the Approved Flight Manual and other approved Flight Manual Supplements.



AERO DESIGN LTD.

FMS808A.90-FAA

Table of Contents

SYSTEM DESCRIPTION	3
1 Limitations	4
2 Normal Procedures	4
3 Emergency Procedures	4
4 Performance	4
5 Weight and Balance	5

SYSTEM DESCRIPTION

The Roof Hardpoint Installation is a steel tube structure that mounts on the stanchion post and the existing hardpoints of the helicopter roof structure.

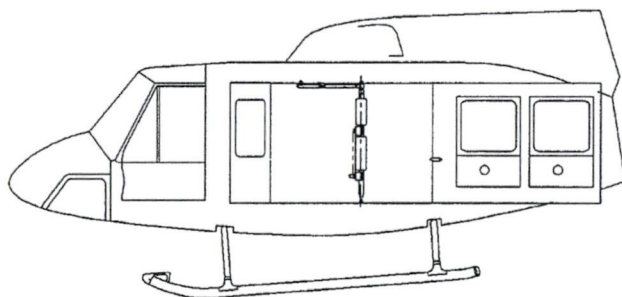


FIGURE A – ROOF HARDPOINT INSTALLATION

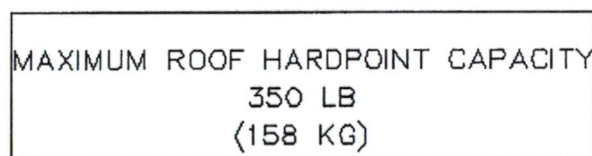
The aircraft may be equipped with:

- A Left Hand Roof Hardpoint,
- A Right Hand Roof Hardpoint, or
- Both Left Hand and Right Hand Roof Hardpoints.

1 LIMITATIONS

1-20 MARKINGS AND PLACARDS

Placard 808A37-03 to be attached to Hardpoint in clear view of the load master.



Placard 808A37-03

2 NORMAL PROCEDURES

2-3 PREFLIGHT CHECK:

Visually inspect the Roof Hardpoint for loose fasteners and wear.

Ensure the roof and floor fittings are properly in position and locked.

3 EMERGENCY PROCEDURES

No change from basic Rotorcraft Flight Manual.

4 PERFORMANCE

No change from basic Rotorcraft Flight Manual.

DEC 04 2009

5 WEIGHT AND BALANCE

English Units		Longitudinal		Lateral	
Item	Weight (Lb)	Arm (in)	Moment (in*Lb)	Arm (in)	Moment (in*Lb)
Left Hand Roof Hardpoint 808A01-01	7.63	120.4	918.6	-39.5	-301.4
Right Hand Roof Hardpoint 808A01-02	7.63	120.4	918.6	39.5	301.4

Metric Units		Longitudinal		Lateral	
Item	Weight (kg)	Arm (m)	Moment (kg*m)	Arm (m)	Moment (kg*m)
Left Hand Roof Hardpoint 808A01-01	3.5	3.06	10.71	-1.00	-3.5
Right Hand Roof Hardpoint 808A01-02	3.5	3.06	10.71	1.00	3.5

Note: The weight and balance values above are to be used if the Roof Hardpoint is installed in accordance with Drawing 808A01-FAA. If the Roof Hardpoint is installed with a Cargo Arm in accordance with Drawing 808B01-FAA, then the above weight and balance values are superseded by the weight and balance values found in RFMS792.90.

Steven Fahey

From: "Austen, David" <david.austen@tc.gc.ca>
To: <Stephen.Kowalski@faa.gov>; <steve@aerodesign.ca>
Cc: <Ray.Reinhardt@faa.gov>
Sent: Friday, November 20, 2009 9:59 AM
Subject: RE: FW: Status of Aero Design STC application (SH09-2)
 Excellent news Steve!

Steve F.:

Pls continue per below from Steve K.

Cheers!

David Austen, FEC, P.Eng.
 Aircraft Certification | Certification des aeronefs
 (780) 495-5226 | Facs/telec: (780) 495 7963
 To provide feedback to TCCA, use CAIRS.
 See: <http://www.tc.gc.ca/CivilAviation/ManagementServices/QA/cairs.htm>
 Pour tout commentaire à TCAC, utiliser CAIRS.
 Voir: <http://www.tc.gc.ca/AviationCivile/ServicesdeGestion/AQ/ssqac.htm>

From: Stephen.Kowalski@faa.gov [mailto:Stephen.Kowalski@faa.gov]
Sent: 20 November, 2009 8:39 AM
To: Austen, David
Cc: Ray.Reinhardt@faa.gov
Subject: Re: FW: Status of Aero Design STC application (SH09-2)

Dave:

Just to update you on this issue, I've gotten feedback from the Rotorcraft directorate and the program manager, Ray R, they both are in agreement with: "Roof Hardpoint Installation, Step, and Cargo Deployment Arm".

Can you kindly relay this info to Steve Fahey at Aero-Design. He needs to go back and 'scrub' his submittals to reflect the name. He may continue utilizing the same documents and add an option for US operators or come up with new documents. One other option may be to just utilize the FMS for the cargo arm and add the placard for the "Roof Hardpoint" load capacity.

The ICA has already been accepted by our AEG, so this does not need to be resubmitted to them, the change in name can just be changed and submitted to this office.

Thanks for you cooperation on this matter,
 Steve Kowalski, P.E.
 AVS Engineer
 Airframe
 FAA NYACO
 (516) 228-7327

Dave:

11/20/2009

We should be able to work with one of those. I will speak with Ray R. and the rotorcraft directorate for their comments.

Thanks,
 Steve Kowalski, P.E.
 AVS Engineer
 Airframe
 FAA NYACO
 (516) 228-7327

-----"Austen, David" <david.austen@tc.gc.ca> wrote: -----

To: Stephen Kowalski/AEA/FAA@FAA
 From: "Austen, David" <david.austen@tc.gc.ca>
 Date: 11/17/2009 10:51AM
 cc: <steve@aerodesign.ca>
 Subject: FW: Status of Aero Design STC application (SH09-2)

Hi Steve:
 I trust you made it back to NY ok.

Below are some alternative titles that Aero Design are contemplating in lieu of using the word "rappel" on the STC.
 Could you have a look at these and let us know which are acceptable for the FAA?

I know that Tyler Camera Systems in LA had something similar for their "Fast Rope" system.

Pls let us know what is good for you!
 Cheers!

David Austen, FEC, P.Eng.
 Aircraft Certification | Certification des aeronefs
 (780) 495-5226 | Facs/telec: (780) 495 7963
 To provide feedback to TCCA, use CAIRS.
 See: <http://www.tc.gc.ca/CivilAviation/ManagementServices/QA/cairs.htm>
 Pour tout commentaire à TCAC, utiliser CAIRS.
 Voir: <<http://www.tc.gc.ca/AviationCivile/ServicesdeGestion/AQ/ssqac.htm> >

From: Steven Fahey [mailto:steve@aerodesign.ca]
Sent: 17 November, 2009 8:27 AM
To: Austen, David
Subject: Re: Status of Aero Design STC application (SH09-2)

Dave,

We are still trying to think of ways to deal with the terminology for the "rappel system". I want to offer some alternatives to the title of the STC:

"Roof Hardpoint Installation, Step, and Cargo Deployment Arm"

"Rope Hardpoint Installation, Step, and Cargo Deployment Arm"

11/20/2009

Dave,

We are still trying to think of ways to deal with the terminology for the "rappel system". I want to offer some alternatives to the title of the STC:

"Hardpoint Installation, Step, and Cargo Deployment Arm"

"Roof Hardpoint Installation, Step, and Cargo Deployment Arm"

"Rope Hardpoint Installation, Step, and Cargo Deployment Arm"

"Personnel Deployment Provision, Step, and Cargo Deployment Arm"

"Rapid Egress Provision, Step, and Cargo Deployment Arm"

"Rapid Deployment Provision, Step, and Cargo Deployment Arm"

Steven Fahey

From: "Austen, David" <david.austen@tc.gc.ca>
To: "Steven Fahey" <steve@aerodesign.ca>
Sent: Monday, October 26, 2009 8:56 AM
Subject: RE: Status of Aero Design STC applications @ FAA

Steven:

It appears that it is just the wording because the FAA (&TCCA) do not approve rappelling.
It is operational and restricted.

For example, on a Police helicopter, we can approve the component installation, but the use of it is done as an operational exemption or "allowance" of some sort....restricted to certain operators (non-commercial).

David Austen, FEC, P.Eng.

Aircraft Certification | Certification des aeronefs

(780) 495-5226 | Facs/telec: (780) 495 7963

To provide feedback to TCCA, use CAIRS.

See: <http://www.tc.gc.ca/CivilAviation/ManagementServices/QA/cairs.htm>

Pour tout commentaire à TCAC, utiliser CAIRS.

Voir: <<http://www.tc.gc.ca/AviationCivile/ServicesdeGestion/AQ/ssqac.htm>>

-----Original Message-----

From: Steven Fahey [mailto:steve@aerodesign.ca]
Sent: 26 October, 2009 10:55 AM
To: Austen, David
Subject: Re: Status of Aero Design STC applications @ FAA

Yes, this is progress, Dave.

Thank you for keeping on top of this.

Can you tell me more about the concern over "rappelling"? Is it merely semantics, or are there operational limitations at issue?

Steven Fahey
steve@aerodesign.ca
Aero Design Ltd.
2013 - 39th Avenue NE
Calgary, Alberta, Canada
T2E 6R7
tel: (403) 250-8027
fax: (403) 250-8333
www.aerodesign.ca

----- Original Message -----

From: "Austen, David" <david.austen@tc.gc.ca>
To: <steve@aerodesign.ca>

10/27/2009

Sent: Monday, October 26, 2009 8:14 AM
Subject: FW: Status of Aero Design STC applications @ FAA

Steven:

Status:

C-09-0443 FAA is waiting some info from Jack (off sick today).

C-09-0362 may have been completed recently, but not yet received here

C-09-0590 essentially completed, waiting acceptable wording from Ft Worth vis "rappel"

C-09-0399 still waiting on NY relative to transfer/legal (I'm pushing on this one...)

Hope this helps!

David Austen, FEC, P.Eng.

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(780) 495-5226 | Facs/telec: (780) 495 7963

To provide feedback to TCCA, use CAIRS.

See: <http://www.tc.gc.ca/CivilAviation/ManagementServices/QA/cairs.htm>

Pour tout commentaire à TCAC, utiliser CAIRS.

Voir: <<http://www.tc.gc.ca/AviationCivile/ServicesdeGestion/AQ/ssqac.htm>>

-----Original Message-----

From: Austen, David

Sent: 26 October, 2009 9:07 AM

To: 'Ray.Reinhardt@faa.gov'

Cc: serge.napoleon@faa.gov; Stephen.Kowalski@faa.gov

Subject: RE: Status of Aero Design STC applications @ FAA

Hi Ray:

ST6369NY-R is the MD600N STC SH09-2 (typo prev. had it as -1) The 212/205 cargo baskets has been completed and is off the list now.

That just leaves the 3 you have noted and the Kodiak/Destiny job (C-09-0399) of course.

There are a couple of new ones recently, but it's too early to ask about them.

Thx for looking at these for us!

Pls keep us posted.

Cheers!

David Austen, FEC, P.Eng.

Aircraft Certification | Certification des aeronefs

(780) 495-5226 | Facs/telec: (780) 495 7963 To provide feedback to TCCA, use

CAIRS.

See: <http://www.tc.gc.ca/CivilAviation/ManagementServices/QA/cairs.htm>

Pour tout commentaire à TCAC, utiliser CAIRS.

Voir: <<http://www.tc.gc.ca/AviationCivile/ServicesdeGestion/AQ/ssqac.htm>>

-----Original Message-----

From: Ray.Reinhardt@faa.gov [mailto:Ray.Reinhardt@faa.gov]
 Sent: 26 October, 2009 6:15 AM
 To: Austen, David
 Cc: serge.napoleon@faa.gov; Stephen.Kowalski@faa.gov
 Subject: Status of Aero Design STC applications @ FAA

Hi Dave:

I have the following on-going projects for Aero Design. All of these projects are being worked by our Structures Engineer Mr. Stephen Kowalski. He hopes to have them completed shortly but this week he is preparing for our trip to Eagle Copters next week.

SA6339NY-R NAPA # C-09-0443 - Cargo Basket/Step Conf. D + E - Bell 407 - We received this project on 5/21/09.

ST6340NY-R NAPA # C-09-0362 - Cargo Basket/Step - Bell 206B - We received this project on 5/21/09.

ST6369NY-R NAPA # C-09-0590 - Rappel Mount Provision, Rappel Step, Cargo Deployment Arm - We received this project on 7/9/09.

Please note that project ST6369NY-R uses the word "Rappel". We have been notified by the Rotorcraft Directorate that the FAA does not approve rappelling. Stephen is contacting Sharon Miles of the Rotorcraft Directorate today and we will get back with you on what word(s) would be acceptable to them.

Please provide me the NAPA #'s for the balance of the projects that Aero Design mentions below so that I can provide status to you. Thank you.

Kind Regards,

Ray Reinhardt
 NYACO Program Manager
 tele: 516-228-7332
 fax: 516-794-5531
 email: ray.reinhardt@faa.gov

"Austen, David"
 <david.austen@tc.gc.ca>

To

Ray Reinhardt/AEA/FAA@FAA, Serge

10/20/2009 12:29 PM Napoleon/AEA/FAA@FAA
 cc

Subject

FW: Status of STC applications @

10/27/2009

FAA

Hi Folks:

Is it possible to get an update on some other projects previously sent to your offices?

SH02-17 was discussed yesterday, but there are others per below....

Your assistance would be appreciated.

Best regards,

David Austen, FEC, P.Eng.

Aircraft Certification | Certification des aeronefs

(780) 495-5226 | Facs/telec: (780) 495 7963 To provide feedback to TCCA, use CAIRS.

See: <http://www.tc.gc.ca/CivilAviation/ManagementServices/QA/cairs.htm>

Pour tout commentaire à TCAC, utiliser CAIRS.

Voir: <<http://www.tc.gc.ca/AviationCivile/ServicesdeGestion/AQ/ssqac.htm>>

From: Austen, David

Sent: 09 September, 2009 1:28 PM

To: Anthony.Troia@faa.gov; raymond.reinhardt@faa.gov

Subject: FW: Status of STC applications @ FAA

Any news for the folks @ Aero Design??

David Austen, FEC, P.Eng.

Aircraft Certification | Certification des aeronefs

(780) 495-5226 | Facs/telec: (780) 495 7963 To provide feedback to TCCA, use CAIRS.

See: <http://www.tc.gc.ca/CivilAviation/ManagementServices/QA/cairs.htm>

Pour tout commentaire à TCAC, utiliser CAIRS.

Voir: <<http://www.tc.gc.ca/AviationCivile/ServicesdeGestion/AQ/ssqac.htm>>

From: Steven Fahey [<mailto:steve@aerodesign.ca>]

Sent: 09 September, 2009 2:28 PM

To: Austen, David

10/27/2009

Subject: Re: Status of STC applications @ FAA

Hello Dave,

Have you heard back from them?

Steve

----- Original Message -----

From: Austen, David

To: Steven Fahey

Cc: Anthony.Troia@faa.gov ; raymond.reinhardt@faa.gov

Sent: Monday, August 24, 2009 8:22 AM

Subject: RE: Status of STC applications @ FAA

Thx for the note, Steven.

Anthony:

Can we enlist your assistance to let us know where the following applications stand?

I apologise for not having the FAA project number handy at this point.

Best regards,

David Austen, FEC, P.Eng.

Aircraft Certification | Certification des aeronefs

(780) 495-5226 | Facs/telec: (780) 495 7963 To provide feedback to TCCA, use CAIRS.

See: <http://www.tc.gc.ca/CivilAviation/ManagementServices/QA/cairs.htm>

Pour tout commentaire à TCAC, utiliser CAIRS.

Voir: <<http://www.tc.gc.ca/AviationCivile/ServicesdeGestion/AQ/ssqac.htm>>

From: Steven Fahey [mailto:steve@aerodesign.ca]

Sent: 21 August, 2009 12:00 PM

To: Austen, David

Subject: Status of STC applications @ FAA

Hi Dave,

I'd like to check in on any news from the FAA. We have several STC applications open:

Cargo baskets for the

Bell 212/205 SH07-56

Bell 206B SH09-5

Bell 407/206L SH00-48 (SR02253NY)

MD600N SH09-1

Destiny/Kodiak SH02-17 (SR01655NY)

10/27/2009

Thanks,

Steven Fahey
steve@aerodesign.ca
Aero Design Ltd.
2013 - 39th Avenue NE
Calgary, Alberta, Canada
T2E 6R7
tel: (403) 250-8027
fax: (403) 250-8333
www.aerodesign.ca

Steven Fahey

From: "Austen, David" <david.austen@tc.gc.ca>
To: <steve@aerodesign.ca>
Cc: "Staal, Jack" <jack.staal@tc.gc.ca>
Sent: Thursday, October 29, 2009 11:00 AM
Attach: Image.1256836953609.gif; Image.1256836953610.gif; Image.1256836953609.gif; Image.1256836953610.gif
Subject: FW: Re: Fw: Status of Aero Design STC applications @ FAA
 Steven:
 The answer below from the FAA.

David Austen, FEC, P.Eng.
 Aircraft Certification | Certification des aeronefs
 (780) 495-5226 | Facs/telec: (780) 495 7963
 To provide feedback to TCCA, use CAIRS.
 See: <http://www.tc.gc.ca/CivilAviation/ManagementServices/QA/cairs.htm>
 Pour tout commentaire à TCAC, utiliser CAIRS.
 Voir: <<http://www.tc.gc.ca/AviationCivile/ServicesdeGestion/AQ/ssqac.htm>>

From: Stephen.Kowalski@faa.gov [mailto:Stephen.Kowalski@faa.gov]
Sent: 29 October, 2009 11:22 AM
To: Austen, David
Cc: Ray.Reinhardt@faa.gov
Subject: Fw: Re: Fw: Status of Aero Design STC applications @ FAA

Dave: I had contacted the directorate per your request to retain the word 'rappel'. Sharon Miles responded, see below. Basically we are aware there had been some STC's that had gone out utilizing that word, but they do not want continue building on mistakes from the past.

Thanks
 Steve Kowalski, P.E.
 AVS Engineer
 Airframe
 FAA NYACO
 (516) 228-7327

-----Forwarded by Stephen Kowalski/AEA/FAA on 10/29/2009 01:16PM -----

To: Stephen Kowalski/AEA/FAA@FAA
 From: Sharon Y Miles/ASW/FAA
 Date: 10/27/2009 05:17PM
 Subject: Re: Fw: Status of Aero Design STC applications @ FAA

Steve,

We recognize that mistakes have been made in the past. However, based on the knowledge, we don't need to repeat those mistakes.

From the FAA perspective, rappelling is not an authorized/approved operation and there are no operational rules addressing rappelling. Consequently we, as certification, can not approve equipment for an unapproved operation? If we can not approve it, we can not include it on the STC.

Sharon Miles, P.E.
 Rotorcraft Standards Staff
 Rotorcraft Directorate

10/29/2009

Federal Aviation Administration
 Phone: 817-222-5122
 Fax: 817-222-5961
sharon.y.miles@faa.gov
☐ Stephen Kowalski/AEA/FAA

Stephen Kowalski/AEA/FAA To Sharon Y Miles/ASW/FAA@FAA
cc <david.austen@tc.gc.ca>, Ray Reinhardt/AEA/FAA
 SubjectFW: Status of Aero Design STC applications @ FAA

10/27/2009 07:33
 AM

Sharon:

TCCA is asking to retain the word "rappel" for the US STC. I know we spoke about this yesterday, but they're asking to retain the wording. They also cited some examples of US STC's where "Rappel" was used, the latest being in 2001. Please comment back.

Thanks,
 Steve Kowalski, P.E.
 AVS Engineer
 Airframe
 FAA NYACO
 (516) 228-7327

----- Forwarded by Stephen Kowalski/AEA/FAA on 10/27/2009 08:27 AM -----

"Austen, David" To Stephen Kowalski/AEA/FAA@FAA
<david.austen@tc.gc.ca> cc <steve@aerodesign.ca>
 SubjectFW: Status of Aero Design STC applications @ FAA

10/26/2009 05:35 PM

Steven:

I just received the following from Aero Design regarding the wording of the STC.
 Could you review this on my behalf and see whether the word "Rappelling" could possibly be maintained?
 It would be much appreciated if the word could be maintained.
 Best regards,

David Austen, FEC, P.Eng.
 Aircraft Certification | Certification des aeronefs
 (780) 495-5226 | Facs/telec: (780) 495 7963
 To provide feedback to TCCA, use CAIRS.
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 Pour tout commentaire à TCAC, utiliser CAIRS.
 Voir: <http://www.tc.gc.ca/AviationCivile/ServicesdeGestion/AQ/ssqac.htm> >

From: Steven Fahey [<mailto:steve@aerodesign.ca>]
Sent: 26 October, 2009 3:20 PM
To: Austen, David
Subject: Re: Status of Aero Design STC applications @ FAA

■ SR00511NY Installation
 of Heli-
 Rappel.
 ■ SR00512NY Installation of Heli-Rappel.

10/29/2009

<u>SH8001SW</u>	Installation of rappelling rings.
<u>SR01336AT</u>	Manufacture of rappelling fixture.
<u>SH2758SO</u>	Installation of provisions for rappelling and fast roping equipment.
<u>SR01450AT</u>	Manufacture of rappelling fixture (structural provisions only).
<u>SH2293SO</u>	Installation of rappelling fixture kit.

I copied this text from the FAA STC Database website.

Please phone to discuss with me, or if my point is clear enough, please let me know what Mr. Kowalski thinks.

Steven Fahey
steve@aerodesign.ca
 Aero Design Ltd.
 2013 - 39th Avenue NE
 Calgary, Alberta, Canada
 T2E 6R7
 tel: (403) 250-8027
 fax: (403) 250-8333
www.aerodesign.ca

----- Original Message -----

From: Austen, David
To: steve@aerodesign.ca
Sent: Monday, October 26, 2009 1:00 PM
Subject: FW: Status of Aero Design STC applications @ FAA

Steven:
 FAA wording per below. I have accepted it on your behalf.
 Cheers!

David Austen, FEC, P.Eng.
 Aircraft Certification | Certification des aeronefs
 (780) 495-5226 | Facs/telec: (780) 495 7963
 To provide feedback to TCCA, use CAIRS.
 See: <http://www.tc.gc.ca/CivilAviation/ManagementServices/QA/cairs.htm>
 Pour tout commentaire à TCAC, utiliser CAIRS.
 Voir: <http://www.tc.gc.ca/AviationCivile/ServicesdeGestion/AQ/ssqac.htm> >

From: Stephen.Kowalski@faa.gov [<mailto:Stephen.Kowalski@faa.gov>]
Sent: 26 October, 2009 1:57 PM
To: Austen, David
Cc: Ray.Reinhardt@faa.gov
Subject: Fw: Status of Aero Design STC applications @ FAA

Dave:

Just to follow up on project ST6369NY-R (SH09-2), we don't use the term rappel on our approvals, per the Rotorcraft Directorate. Our STC will read: **"The installation of Cargo Mount Provision, Step and Cargo**

10/29/2009

Deployment Arm to be done in accordance with AERO Design Ltd. Document Control List as listed on

AML SR02740NY ", Instead of "Rappel Mount Provision" and "Rappel Step". Please review this Aero Design.

If this is OK, we'll move forward, or you may make another suggestion for the wording.

Also, project ST6340NY-R had been completed and sent out a few weeks back.

Thanks,
Steve Kowalski, P.E.
AVS Engineer
Airframe
FAA NYACO
(516) 228-7327

----- Forwarded by Stephen Kowalski/AEA/FAA on 10/26/2009 03:42 PM -----

- #1) Rappel
limited that exemption for ops
rule
- #2) Personnel Deployment Provision
- #3)

PART 105 PARACHUTISTS
PART 137 AG. OPS
PART 135 ROTOCRAFT EXTERNAL LOAD

91.501
- UTILITY OPS. → WORK PLATFORM.
- MOVIES
- FLIR - Fire Detector

Steven Fahey

From: "Austen, David" <david.austen@tc.gc.ca>
To: <steve@aerodesign.ca>
Sent: Tuesday, October 27, 2009 7:19 AM
Subject: FW: Status of Aero Design STC applications @ FAA
 Info.....

From: Stephen.Kowalski@faa.gov [mailto:Stephen.Kowalski@faa.gov]
Sent: 27 October, 2009 6:33 AM
To: Sharon.Y.Miles@faa.gov
Cc: Austen, David; Ray.Reinhardt@faa.gov
Subject: Fw: Status of Aero Design STC applications @ FAA

Sharon:

TCCA is asking to retain the word "rappel" for the US STC. I know we spoke about this yesterday, but they're asking to retain the wording. They also cited some examples of US STC's where "Rappel" was used, the latest being in 2001. Please comment back.

Thanks,
 Steve Kowalski, P.E.
 AVS Engineer
 Airframe
 FAA NYACO
 (516) 228-7327

----- Forwarded by Stephen Kowalski/AEA/FAA on 10/27/2009 08:27 AM -----

"Austen, David" <david.austen@tc.gc.ca>

To Stephen Kowalski/AEA/FAA@FAA

CC <steve@aerodesign.ca>

10/26/2009 05:35 PM

Subject FW: Status of Aero Design STC applications @ FAA

Steven:

I just received the following from Aero Design regarding the wording of the STC.
 Could you review this on my behalf and see whether the word "Rappelling" could possibly be maintained?

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 Pour tout commentaire à TCAC, utiliser CAIRS.
 Voir: <http://www.tc.gc.ca/AviationCivile/ServicesdeGestion/AQ/ssqac.htm>

From: Steven Fahey [mailto:steve@aerodesign.ca]

10/27/2009

Sent: 26 October, 2009 3:20 PM

To: Austen, David

Subject: Re: Status of Aero Design STC applications @ FAA

■ SR00511NY Installation
of Heli-
Rappel.

■ SR00512NY Installation of Heli-Rappel.

■ SH8001SW Installation of rappelling rings.

■ SR01336AT Manufacture of rappelling fixture.

■ SH2758SO Installation of provisions for rappelling and fast roping equipment.

■ SR01450AT Manufacture of rappelling fixture (structural provisions only).

■ SH2293SO Installation of rappelling fixture kit.

I copied this text from the FAA STC Database website.

Please phone to discuss with me, or if my point is clear enough, please let me know what Mr. Kowalski thinks.

Steven Fahey
steve@aerodesign.ca
Aero Design Ltd.
2013 - 39th Avenue NE
Calgary, Alberta, Canada
T2E 6R7
tel: (403) 250-8027
fax: (403) 250-8333
www.aerodesign.ca

----- Original Message -----

From: Austen, David

To: steve@aerodesign.ca

Sent: Monday, October 26, 2009 1:00 PM

Subject: FW: Status of Aero Design STC applications @ FAA

Steven:

FAA wording per below. I have accepted it on your behalf.

Cheers!

David Austen, FEC, P.Eng.
Aircraft Certification | Certification des aeronefs
(780) 495-5226 | Facs/telec: (780) 495 7963
To provide feedback to TCCA, use CAIRS.
See: <http://www.tc.gc.ca/CivilAviation/ManagementServices/QA/cairs.htm>
Pour tout commentaire à TCAC, utiliser CAIRS.
Voir: <http://www.tc.gc.ca/AviationCivile/ServicesdeGestion/AQ/ssqac.htm>

From: Stephen.Kowalski@faa.gov [mailto:Stephen.Kowalski@faa.gov]

10/27/2009

Sent: 26 October, 2009 1:57 PM
To: Austen, David
Cc: Ray.Reinhardt@faa.gov
Subject: Fw: Status of Aero Design STC applications @ FAA

Dave:

Just to follow up on project ST6369NY-R (SH09-2), we don't use the term rappel on our approvals, per the Rotorcraft Directorate. Our STC will read: **"The installation of Cargo Mount Provision, Step and Cargo Deployment Arm to be done in accordance with AERO Design Ltd. Document Control List as listed on AML SR02740NY"**, Instead of "Rappel Mount Provision" and "Rappel Step". Please review this Aero Design. If this is OK, we'll move forward, or you may make another suggestion for the wording.

Also, project ST6340NY-R had been completed and sent out a few weeks back.

Thanks,
Steve Kowalski, P.E.
AVS Engineer
Airframe
FAA NYACO
(516) 228-7327

----- Forwarded by Stephen Kowalski/AEA/FAA on 10/26/2009 03:42 PM -----

10/27/2009

STEVE KOWALSKI

New York FAA

516 - 228 - 7327

There till 4:30 EST

FAA

STEVEN KOWALSKI

(516) 228 - 7327

NYACO

(516) 228 - 7300

RAY REINHARDT

United States Of America
Department of Transportation - Federal Aviation Administration
Supplemental Type Certificate

Number SR02067LA

This Certificate issued to Tyler Camera Systems
14218 Aetna Street
Van Nuys, California 91401

Certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 6 of the Civil Air Regulations & Part 27 of the Federal Aviation Regulations. Certification basis is set forth in Type Certificate Data Sheet H3WE
Original Product Type Certificate Number : H3WE

Make : MD Helicopters Inc. (MDHI)

Model : 369D, 369E, 369F, 369FF, 500N

Description of Type Design Change : Installation of External Attach Frame in accordance with FAA Approved Tyler Camera Systems Master Drawing List No. MDEF-001, Revision A, dated June 28, 2007, for MDHI models 369D, 369E, 369F, 369FF, 500N, or later FAA approved revision. The Installation Manual is No. MDINSTAL-005 dated January 3, 2007 or later FAA approved revision and the Instructions for Continued Airworthiness is in MDEF-005, dated 14 August 2007 or later FAA accepted revision.

Limitations and Conditions : Approval of this change in type design applies to the aircraft models listed above only. The installation should not be incorporated in any aircraft unless it is determined that the interrelationship between this installation and any previously approved configuration will not introduce any adverse effect upon the airworthiness of the aircraft. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission. (Continued)

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application : September 7, 2006

Date reissued :

Date of issuance : September 4, 2007

Date amended :



By direction of the Administrator

Michael E. Neil
(Signature)

for Manager, Airframe Branch
Los Angeles Aircraft Certification Office
(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

United States Of America
Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

(Continuation Sheet)

Number SR02067LA

Limitations and Conditions: (Continued)

The FAA Approved Rotorcraft Flight Manual Supplement No. Document Number EF-RFM-001, dated August 28, 2007, or later FAA Approved revisions, for the External Attach Frame is required.

A copy of this Certificate must be maintained as part of the permanent records for the modified aircraft. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

- E N D -

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

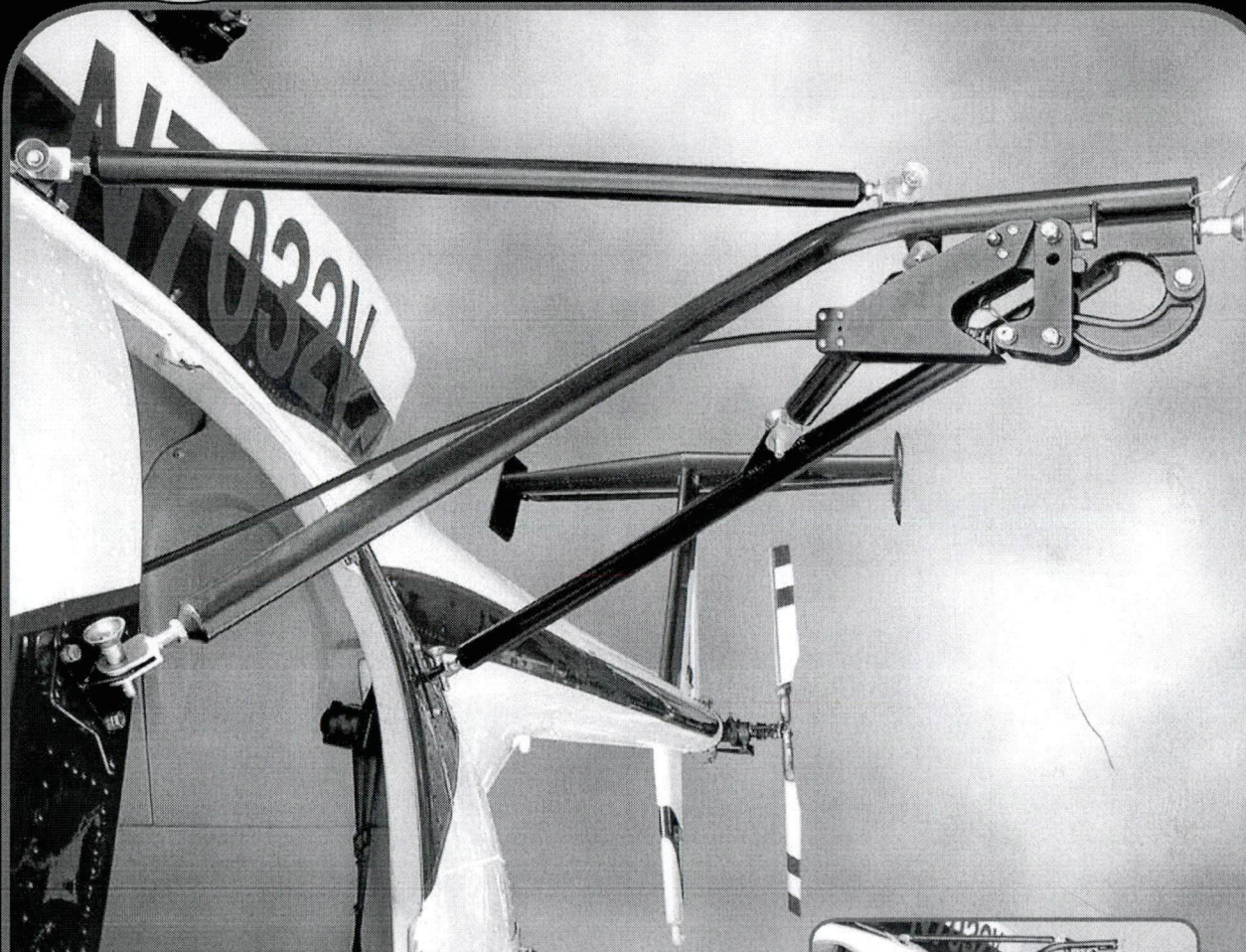


FAST ROPE UNIT MD-500 SERIES

FAA STC # SR02067LA

TSOP

Designed for stand alone use or with the
Tyler Special Operations Platform



New Lightweight Fast Rope Deployed



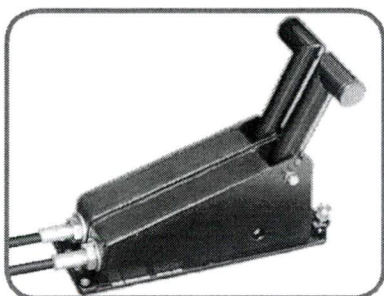
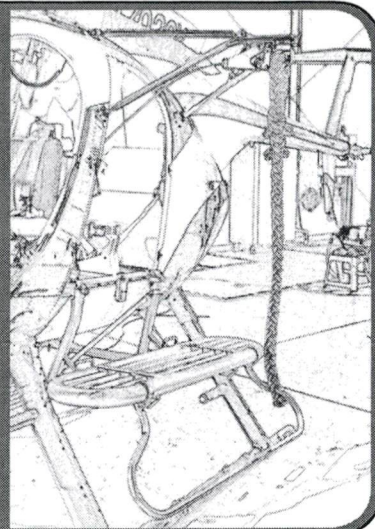
MD-500 shown with TSOP installed

www.tylertech.net
Toll-free 800 390-6070
818 989-4420

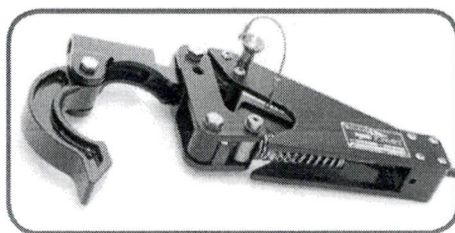
TYLER CAMERA SYSTEMS 14218 Aetna St. Van Nuys, California 91401

TSOP FAST ROPE UNIT MD-500 SERIES

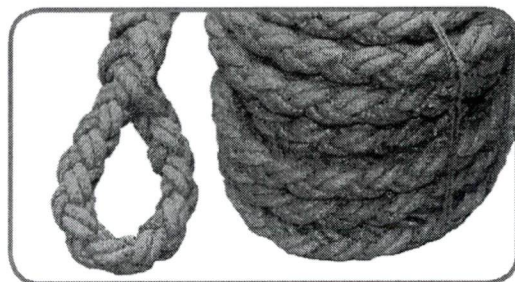
State of the Art Equipment



Dual T-Handle Cable Release



Fast-Rope Hook Assembly



New Lightweight Fast-Rope

State of the Art Equipment

Tyler Technologies has developed the Tyler Special Operations Platform (TSOP) to make tactical helicopter missions safer & more efficient. The TSOP system consists of externally mounted cargo platforms on each side of the helicopter for transporting and deploying personnel. Additionally, the TSOP can be equipped with overhead anchor points for either Fast-Rope or rappel operations.

Fast-Rope Operations

The TSOP Fast-Rope Unit is designed to work in conjunction with the platforms and allows personnel deployment when it is impossible to land the helicopter. The Fast-Rope Unit provides an overhead hook assembly that allows an easy transition from the helicopter to either fast-rope or rappel. The hook is designed with a cable release to jettison the ropes once personnel are on the ground. This provides a "safe & clean" departure for the helicopter (no ropes attached).

Fast-Rope Hook

The Tyler Fast-Rope Hook can be released from inside the helicopter by a manual two function T-handle cable release. The hook, which is specifically designed for fast-rope operations, can be configured to "release under load" or "lock under load" providing agencies with a choice depending on their safety priorities.

Lightweight Fast-Rope

Tyler Technologies, in coordination with a leading rope manufacturer, has developed a new lightweight fast-rope specially designed for helicopter operations. The new rope has a 32% weight reduction over standard fast-ropes.

Rapid Installation

After initial set up, the Fast-Rope Unit can be quickly installed on the helicopter like the basic TSOP. The entire system is designed to be user-friendly and quickly installs on the helicopter, no tools required—ideal for emergency response.



TYLER SPECIAL OPERATIONS PLATFORM

MD-500 Helicopters (STC Number pending)

Tyler Technologies, Inc.
14218 Aetna Street
Van Nuys, CA 91401

Phone: 818 989-4420
Toll-free 800 390-6070
Fax 818 989-0423

Visit us on the web @ www.tylertech.net email: info@tylermount.com

Supplemental Type Certificate

IMPORT

Number SR00513NY

This certificate issued to Dart Aerospace Ltd.
1270 Aberdeen Street
Hawkesbury, Ontario, K6A 1K7
Canada

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 29 of the Federal Aviation Regulations.

Original Product -- Type Certificate Number : H6SW

Make : Bell

Model : 214B, 214B-1

Description of Type Design Change:

The installation of Heli-Rappel in accordance with Dart Aerospace Ltd. Drawing No. D205-523, Revision F, dated March 29, 2001 or later TC approved revisions.

Limitations and Conditions :

1. Operation to be in accordance with Dart Flight Manual Supplement FMS-D205-523, Rev. D, dated April 2, 2001 or later TC approved revisions.
2. The installation should be maintained in accordance with Dart Aerospace Ltd. Instructions for Continued Airworthiness ICA-D205-523, Rev. 0, dated April 2, 2001 or later TC accepted revisions.
3. Compatibility of this design change with previously approved modifications must be determined by the installer.
4. If the holder agrees to permit another person to use the certificate to alter the product, the holder shall give the other person written evidence of that permission.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application : September 26, 1996

Date reissued :

Date of issuance : October 17, 1996

Date amended : February 11, 2000, June 7, 2001



By direction of the Administrator

Vito A. Pulera
(Signature)

Vito A. Pulera
Manager
New York Aircraft Certification Office

(Title)